

# CAR STRIKE IS ENDED

## AGREEMENT TO ARBITRATE BROUGHT ABOUT BY EFFORTS OF DISTRICT COMMISSIONERS

**Motormen and Conductors Will Go Back  
to Work at Once Pending Ad-  
justment of Grievances.**

**Company Officials and Leaders of Strikers Agree in  
Predicting Satisfactory Settlement of  
Questions at Issue.**

The street car strike has been called off. Following a conference late today between the District Commissioners, officials of the Capital Traction Company and Washington Railway and Electric Company and organizers of the street railway union it was decided that the men should go back to work pending arbitration of the matters at difference between them and the street railway companies.

Officials authorized to speak for both sides in this controversy agree that they believe all differences will be satisfactorily adjusted. The strike that has been inconveniencing the public for two days is in reality ended.

The decision to suspend the strike pending arbitration of difficulties was reached after many hours of conference, and after officials of the railway companies had warned the public that they might in the interests of safety suspend all service this evening.

The Commissioners began their conferences as mediators shortly after the strike was declared early yesterday morning, and they were continued at intervals all day yesterday and through the night until about 4 o'clock this morning. They continued their activities this morning, and a conference with the two factions began about 2 o'clock this afternoon.

The demands of the street car employees, which, by the agreement reached this afternoon, are to be submitted to arbitration, are:

Recognition of the union; 30 cents an hour for all conductors and motormen; nine or ten hours' duty, to be completed within twelve consecutive hours; regular men relieved of extra duty when an extra man is available; where regular men are called to report for duty and do not go out, for any cause not their own, they shall be paid from the time they report until relieved at their regular rate of wages.

During the morning and early afternoon the street car companies made strenuous efforts to keep sufficient cars in operation to accommodate the public.

Trade unionists and sympathetic government clerks who walked or patronized jitneys today-as their share of support to the striking street railway employees made it possible for the street car companies to meet the requirements of practically all those who wished to ride on street cars.

Officials of both companies declared that from 60 to 70 per cent of the usual number of cars were operated this morning. The Washington Railway and Electric Company claimed to be running 70 per cent and the Capital Traction claimed to be running 60 per cent.

### Say Few Cars Are Running.

Members of the union, however, scoffed at these statements, and asserted that not more than a quarter of the usual number of cars were operated today by either company, even at the rush hours. They simultaneously attacked the companies from an oblique angle by complaining to the public utilities commission that the companies are attempting to operate cars with seventeen and eighteen year old boys, that high speed, and in these and other ways endangering the lives of the public.

The Central Labor Union declared today that it intends to ask Congress to forfeit the charters of the railway companies for halting the street car service last night, and Senator Norris of Nebraska announced that he will support any legislation likely to bring about government ownership of the railways here, in view of the conditions. He cited reasons in favor of government ownership, among them, being the possibility of giving the men increased wages and shorter hours. As a result of the strike instead of

### DAY IN CONGRESS.

**Senate:**  
Met at noon.  
Debate on Shields water power bill was continued.  
Indian committee resumed consideration of appropriation bill.  
**House:**  
Met at noon.  
Rules committee considered a rule on the McInerney resolution.  
Admiral Fletcher testified before the naval affairs committee.

### DISTRICT IN CONGRESS.

**House:**  
The House took up the Carlin Aqueduct bridge bill for discussion.

## NO DISORDERS DUE TO LOCAL STRIKE

**Maj. Pullman Is Personally in  
Charge of Police Force  
Handling Situation.**

**BOTH COMPANIES' LINES  
TO BE PATROLLED DAILY**

**Complaints of Fights or Other Trouble  
Prove Groundless in Every  
Instance Upon Investigation.**

Maj. Pullman, superintendent of police, was in personal charge of the members of his command handling the strike situation today. He had men along the lines of both street railway companies and at places where strikers congregated. Early this afternoon the police said splendid order was being maintained.

Several reports of fights or other trouble were received by the police, but investigations promptly made showed they were without the slightest foundation. One complaint was to the effect that an oil wagon had impeded the progress of a street car and annoyed passengers.

"That complaint and others came from persons who were not in the vicinity," said a member of the force, "without wasting time in useless investigation."

The department has enough on its hands in attending to legitimate matters," said a member of the force, "without wasting time in useless investigation."

It is Maj. Pullman's intention to keep an increased number of men on duty tonight to preserve order, and early morning details have been ordered again for tomorrow.

**Alleged Attempt to Stop Traffic.**  
Early this morning an attempt was made, it is alleged, to put the car lines out of commission at New York and New Jersey avenues. A punch was thrown at the street car where it interfered with cars on the northbound New Jersey avenue tracks of the Capital Traction Company and the eastbound tracks of the Washington Railway and Electric Company on the City and Suburban division.

Following the report of this attempt Maj. Pullman got into communication with the officers of the several precincts and directed them to have their motor cycle, bicycle and policemen mounted on horses to patrol the lines of the railway companies and to make attempts to damage property were made. The superintendent of police was of the opinion that the wedging of the car tracks might cause serious property damage and loss of life.

Policeman William Haller of the second precinct went to New York and New Jersey avenues at 2:30 o'clock and removed the punch bar from the slot. It was reported to the station that something out of the ordinary had happened in the vicinity of New York and New Jersey avenues. There had been some tampering with the tracks, he was told, and when he reached the street car intersection he quickly found the piece of iron wedged in the slot.

**Fearful Electric Shock.**  
Not knowing if there was a deadly current passing through the slot rails, the policeman proceeded to remove the obstruction, using only his baton.

"I was afraid to touch the bar with my bare hands," he said, "fearing death from the electric shock. I succeeded in removing the bar without receiving a shock, however, and took it to the station."

## AGREEMENT BY WHICH CAR STRIKE IS CLOSED

March 6, 1916.

### MEMORANDUM.

It is agreed between the Capital Traction Company and the Washington Railway and Electric Company, respectively, and their respective employees, that:

1. Committees to be selected from the employees of each of the companies named who were in service March 1, 1916, shall meet with the officials of said companies for the purpose of making an effort to settle all controversies now existing between said companies and their aforesaid employees, to wit: The matters mentioned in sections 3, 5, 6, 7, 8, 9 and 10 of the memorandum of March 1, 1916, and also the question of the creation of permanent grievance committees of employees that, in questions and grievances that may arise in the future, shall meet and treat with officers of the respective companies, and also the question of the creation of boards of arbitration to which shall be submitted all questions and grievances that cannot be settled by conference between officers of the companies and the grievance committees, and whose awards shall be binding upon all parties; and also the question of a plan for assuring members of the grievance committees that they shall be granted leave of absence on grievance business when such leave is requested, and restored to their former positions when they cease to be members of such committee.

2. That committees representing the foregoing employees shall be selected at a meeting which shall be arranged by the Commissioners of the District of Columbia so as to give to all of the said employees the opportunity to be present. That the meeting shall be called and arranged for March 6, 1916, and the Commissioners shall certify to the traction companies the names of the committees so selected, and when so selected said committees shall forthwith meet with the officials of the respective companies and remain in session for three days, or so much thereof as may be necessary, to reach an agreement or disagreement. It is agreed that the said committees and officers of the respective companies shall sign any agreement as to any questions settled by them, and such agreement shall be binding upon all parties to this agreement for a period of one year from date of signing.

3. That in the event that the committees representing the said employees and the officials of the respective traction companies have not reached an understanding within the time above specified, such points at issue which have not been mutually agreed upon shall be submitted to a board of arbitration to be formed in the following manner: One member to be selected by the said employees; one by the traction companies, and the two being empowered to select a third. The findings of the board of arbitration shall be final and binding upon all parties to this agreement.

4. It is hereby expressly stipulated and agreed that the first question to be considered will be the reinstatement of men who have been discharged since February 13, 1916, by both companies.

5. It is hereby further agreed that the matter of the appointment of arbitrators, if such shall be necessary, shall be taken up on March 11, 1916, and their selection completed not later than March 14, 1916, when the arbitrators have been so selected they shall forthwith enter upon the consideration and discharge of their duties as herein provided and render, if possible, their award not later than April 1, 1916, but any advance, however, in wages that may be awarded shall become effective March 15, 1916.

6. It is the purpose and intent of this agreement that upon its approval all employees of both companies who left their employment on March 5, 1916, shall return to and be reinstated in their former positions.

7. It is further agreed that the award by the arbitration board, if such be necessary, shall be attested and signed by the accredited officials of the traction companies and the committees selected by the employees of the respective companies named in section 1 of this memorandum, said award to remain in force and effect for a period of one year from date of signing.

## SPANISH STEAMER WRECKED; MANY LIVES PROBABLY LOST

**Only 143 Known to Have Been Saved of  
445 Persons Aboard the Principe  
de Asturias.**

SANTOS, Brazil, March 6.—The Spanish steamship Principe de Asturias has been sunk by striking a rock. She went to the bottom in five minutes. Eighty-six members of the crew and fifty-seven passengers have been brought to Santos.

The survivors were brought to Santos by the French steamer Viga. A Spanish steamship is standing by.

LONDON, March 6.—Lloyd's reports that there were 445 persons on the Principe de Asturias.

### SUPPORTS THE STRIKERS.

**Socialist Party Announces Sympathy With Street Car Men.**

The Socialist party endorsed the street railway strike and promised moral and financial support at a meeting at 811 E street northwest last evening.

Included in the resolution was this paragraph: "The party also urges its people and the citizens generally to refrain from using the street cars during the period of the strike."

A collection taken up for the benefit of the strikers brought in \$6.52.

### FORMER MAYOR PLEASED.

**President's Selection for Secretary of War Is Deeply Grateful.**

CLEVELAND, Ohio, March 6.—I have nothing to say except that I feel complimented by the President's confidence. I am deeply grateful and certainly appreciate what he has done."

These were the words of Newton D. Baker, former mayor, today when asked for a statement regarding his appointment by President Wilson to be Secretary of War.

## ALL CAR SERVICE TO BE SUSPENDED AT 7 O'CLOCK

The agreement reached is, that at a meeting to be held at 8 o'clock tonight in Convention Hall, presided over by Commissioner Newman, and attended by all the employees of the two railroad companies who were in the service March 1, committees will be selected from the employees of each company, said committees to confer with the officers of the respective companies in an effort to adjust the matter in controversy.

In case there is a disagreement on one or more matters, the questions in disagreement are to be submitted to arbitration by a board, one member to be selected by the companies, one by the employees, and they to select the third.

All street car service will be suspended at 7 o'clock tonight, one hour before the meeting, in order to permit all the employees of the companies to attend, the suspension to continue until the meeting is over.

Later it was announced that a limited service might be maintained during the meeting, in case some employees do not desire to attend and are willing to run cars at that time.

## NEWTON D. BAKER TO BE WAR HEAD

**Former Mayor of Cleveland Is  
Selected by President for  
Cabinet Berth.**

Newton D. Baker, former mayor of Cleveland, has been selected by President Wilson for Secretary of War.

Mr. Baker has accepted the position, and is now arranging his affairs in Cleveland preparatory to coming to Washington to take up his duties.

The selection of Mr. Baker is understood to have been discussed by President Wilson with Col. E. M. House, soon after the latter's arrival here this morning.

When President Wilson was making up his cabinet in 1913 he offered the place of Secretary of Interior to Mr. Baker twice. Mr. Baker then was mayor of Cleveland and declined for that reason.

**Close Friend of President's.**

The President and Mr. Baker have been close friends for some time and have corresponded frequently. Mr. Baker is said by his friends to be in close sympathy with the President's policies and is known to have had the support of some members of the cabinet for the war office.

When President Wilson recently was touring the middle west on his preparedness program he saw Mr. Baker in Cleveland and had a long talk with him.

Mr. Baker is a member of the Phi Gamma Delta Fraternity and a member of the Union and University clubs of Cleveland.



NEWTON D. BAKER.

him. Mr. Baker has been in Washington frequently of late, and on his last visit here said he had not been offered the post of Secretary of War, and did not believe he would be.

Ever since Lindley M. Garrison resigned the President has been seeking a middle western lawyer for the place.

At the White House today it was neither officially confirmed nor denied that Mr. Baker would get the place of his name, and it was understood that Mr. Baker had been definitely selected.

The thirty-day period for which Maj. Gen. Hugh L. Scott, chief of staff, was designated Secretary of War and interim, will expire March 11. It is believed Mr. Baker's nomination will be sent to the Senate before that time.

### Active in Reform Movement.

For years Mr. Baker has been closely identified with the reform movement in Cleveland and has taken an active part in the street railway controversy there. When Mayor Tom Johnson died Mr. Baker took up the fight for lower street car fares in Cleveland argued the case before the Supreme Court and finally brought about an adjustment of the street railway franchises in Cleveland.

At the time of the Ballmore convention when President Wilson was nominated Mr. Baker was prominently mentioned for the vice presidency because of the fight he made in support of Mr. Wilson. He went to the convention as a Wilson supporter and fought a bitter campaign against the application of the unit rule to the Ohio delegation.

Mr. Baker has been known for years as a leader of the Ohio bar and is highly respected by the reformers as a lawyer. Mr. Wilson wanted the place filled by a lawyer because of legal questions constantly arising in the administration of the War Department, the Philippines, the Panama Canal and Porto Rico.

### Is Native of West Virginia.

Newton Diehl Baker, who is a democrat, was born in Martinsburg, W. Va., December 3, 1871, son of Newton Diehl and Mary Dukehart Baker. He obtained the degree of bachelor of arts from Johns Hopkins College in 1892 and received his LL.D. from Washington and Lee University in 1894. July 5, 1902, he married Miss Elizabeth Leonard of Potomac, Pa.

Mr. Baker was private secretary to Postmaster General Wilson from 1896 to 1897, when he took up the practice of law in Martinsburg, W. Va. Later he moved to Cleveland, where he served as city solicitor from 1902 to 1912, and served in that capacity for two successive terms, amounting to four years.

Mr. Baker is a member of the Phi Gamma Delta Fraternity and a member of the Union and University clubs of Cleveland.

## RUSSIANS SLAY TURKS, AVENGING ARMENIANS

LONDON, March 6.—The Russian soldiers at Bitlis, according to a Petrograd dispatch to the Morning Post, took a terrible revenge on the Turkish troops for cruelty which the Turks were alleged to have practiced toward the Armenians in that district. The correspondent says:

"A terrible slaughter followed the capture of the Turkish positions at Bitlis. The Russian troops had witnessed at Van, Mush and many other places an appalling sight, the massacre, namely, by Turkish fanatics of tens of thousands of Armenian Christian men, women and children. It was unlikely after such deeds that any quarter should be given. This colossal killing completed the destruction of the Turkish third army."

## GERMANS FEELING FOR WEAK POINTS ON VERDUN FRONT

**Next Assault, It Is Thought,  
May Be Made on One of  
the French Wings.**

**DOUAUMONT SECTOR LINE  
RESISTING ALL ATTACKS**

LONDON, March 6.—The slashing attacks of the German infantry in the Verdun region evidently have been suspended for the time being, as neither of the official statements of today mentions any activity by the infantry arm, and the Berlin statement notes a slackening in the struggle.

The deadlock in the Douaumont region, northeast of the fortress, where desperate battling for Douaumont village had been going on for several days, thus is continuing, but the big guns still are busy in preparation for further operations. The shellfire has been notably violent toward the French left flank beyond the westerly bank of the Meuse.

### Right Flank Under Fire.

Intense artillery activity in the Woivre region is reported by Paris, the fire centering upon the regions of Haudumont and Fresnes, about ten miles southeast of Verdun. Military commentators recently have laid stress upon the operations in this sector, holding that the next important drive by the Germans might be exerted there, with the object of rolling up the French right flank.

### May Attack Left Wing.

Other indications, however, have pointed to the possibility that the eyes of the German headquarters staff were upon the extreme French left, across the Meuse river, where the towering height of Le Mort Homme commands the lesser eminences nearby and the surrounding plains.

The heavy artillery of the Teutons is also pounding the defenses in this sector. The French are ready for an infantry attack there, but it is doubted in Paris if the Germans will attempt the storming of the commanding position, to reach which their troops would have to deploy over a mile-wide plain, under a destructive cross fire.

### Attack on Fort Tannous.

The Central News correspondent at The Hague says dispatches received there from the front show that the Germans are making vigorous efforts to capture Fort Tannous, four miles northeast of Verdun, but that the French are resisting them resolutely, inflicting heavy losses on the attackers. Stubborn fighting continues near Verdun, the correspondent continues.

The village of Vaux no longer exists. More than 10,000 Germans carried out an assault upon the French positions at Vaux, but the correspondent says, were repulsed with large losses, several German lines being swept away by the famous French machine gunners.

### Take 1,000 French Prisoners.

BERLIN, March 6, via London, 3:20 p.m.—Capture of nearly 1,000 French near Verdun Saturday and Sunday was announced today by the war office.

The number of prisoners, who were captured east of the Meuse, is fourteen officers and 924 men.

The statement follows: "Western front—Lively mining duels occurred northeast of Verdun. British infantry which delivered minor attacks on several occasions in this neighborhood was repulsed by our fire. "On the eastern bank of the Meuse the day passed more quietly than previous days. Nevertheless we captured yesterday and the day before, during minor engagements, fourteen officers and 924 men."

### Artillery Active on Meuse.

PARIS, March 6, via London, 1:32 p.m.—The official statement given out today says there were no infantry actions last night north of Verdun, but that violent artillery engagements continue along the left bank of the Meuse and intermittently elsewhere. Calm prevails on the remainder of the front.

The statement follows: "In the Argonne we have bombarded different sections of the forest of Chappy and the Malancourt-Avoourt road. "The region north of Verdun the night passed without any infantry action." (Continued on Second Page.)